Attitude of Spinners Here and Abroad Causes Cotton Fluctuations.

NEW YORK, January 26.—Notwith-standing the fact that the wheat mar-liet was feverish early last week, the price fluctuations were very narrow The variations were numerous, but the This tendency was ascribed in the main to a scarcity of influential factors, there being, as a rule, little news of sufficient importance to warrant any noteworthy changes in either direction. In the opinion of numerous conservative merchants wheat has now reached debatable ground. That is to say, there seemed to be as many reasons why there should be a rise as why there should be a decline. Temporarily, at the outset, there was a slightly weaker trend, which was chargeable partly to the discouraging tenor of cable advices, especially from Liverpoo!, where prices broke sharply.

Receipts at Primary Points.

Receipts at Primary Points.

In some quarters the depression was charged to fairly large receipts at primary points, but this was somewhat intisleading, for the reason that an appreciable part of the wheat moving into Minneapolis and other Northwestern markets was hard inter, and had already been counted in the receipts at Kansas City, Omaia, etc. Some observers inclined to the opinion that the recent steady downward drift was caused by constant liquidation on the part of a few large professionals. Apparently this unloading has been going on for some time, and there are Apparently this unloading has been going on for some time, and tacte are dealers who feel convinced that virtually all this long wheat has been liquidated. Consequently the impression provids that the market is now in a healther condition. The subsequent steadiness and recovery were attributed to lighter offerings and to an improvement in the demand, promised. improvem it in the demaind, prompted in part by the unreasonably mild weather, which is calculated to foster the growth of insect life. Hesitant Tond at the Close.

Late in the week the market continued somewhat narrow, without further important charges. It was casy to perceive that the slow action was mainly owing to the searcity of really important influences. In other words, a great many scalpers and room fraders were disinclined to take sides, preferring to move cautiously until there are more deflute developments. The market seems to be dragging in a narrow rut, and there is an absence of positive, clear cut form. Temporarily, weakness was caused by slightly lower cables, consequent upon unexpectedly large exports from Argentine, but this was specifiv counterbalanced by further reports that the frop was looking somewhat unhealthy in the Southwest, where insect life appears to be on the increase. There was a sudden change from mild to cold weather, but nevertheless it was scarcely cold enough to have much influence in checking the growth of the green bug and the Hessian fly.

There has been little actions.

Innetive Corn Market.

Innetive Corn Market.

There has been little animation in the local corn market. Most of the time the variations were slow, although ogcasionally a firmer tendency was noticeable. Sellers were often scarce and timid, owing partly to small stocks gand poor grading. Buying was attnulated somewhat by the increase in the export demand, and reports of drought. In Argentine, Receipts at Western points have been disappointing.

Cotton Market.

Cotton Market.

Cotton Market.

This has been a rather exciting week in the cotton markets, with prices fluctuating violently and transactions on the New York Cotton Exchange ranging from 258,000 to 500,000 bales per day.

A heavy bull account was created during the manipulation of the market last week. So strong were the predictions that prices would be advanced to 12 1-2 cents this week, that many outsiders were induced to load up in the prospect of realizing handsome profits. Prices were advanced sharply in this way at the opening of the week 25 to 30 points from Saturday's closing

defect were full rows. This many one, present of the present of results and the present of results and the present of the pres

THE STOCK MARKET OF THE WEEK

(From the New York Eyening Post of Saturday,) STOCK EXCHANGE TRANSACTIONS.

SHOWS STRENGTH Shares Transcript This Last Two years Three work, work year, ago, years ago, 12,12,200 and misrella means bonds 18,777,00 and 18,000 and 18

THE STOCK MARKET OF THE WEEK,

THE STOCK MARKET OF THE WEEK. Railway and Miscellaneous Shares.

The following table shows the week's highest lowest and closing prices. Individual sale and net changes of all securities sold on the New York Stock Exchange this week. High and low prices are also given for the full year 1997 and 1908:

and 1908						
1977. gh. Low.	High.		Week o	ending J	anuary	Close, ch
4 4 4	678		Allis-Chalmer Co 200	485	61,4	C16- 1
14	222 5094	19	Allis-Chalmer Co., pr., 20		2014 485s	2011+ 2 491- 21
4194	614 614	4574 415	Amalgamated Copper40140	548	100	6 - 6
9 34	52%	444	American Can	52	1974	1974 17
4 242s	32%	203,	Am. Car and Foun 11,00	20 20	20% 8819	20% — 25 88% — 17
4 21	90% 34%	293;	Am. Corton Oil 1,600	CEPT.	2234	1201-11
3214	41%	240	Am. Locomotive 15,100	40%	3534	3614-4
4 38	92	83.1/2	Am. Locomotive, pr. 1.820	THE RESERVE	6254	6474-10
5874 4 5174	7914 96	62% 89%	Am. Smelting	7015 9114	8914	2016 23
405		574	Am. Street Foun 3.195	65%	678	075 - 7
4 20 20	34	29	Am. Steel Foun., pr 2.960	34	-31.	31 11334 - 3
9294	11554	984	American Sugar 16,990 American Sugar, pr 210	114%	11014	Miles I State was the first
60	114 81	7216			112 78	78 23
6676	7416	(81%	Atchison 41,450	7414	27100	714-3 87 + 4
78 58	8714	8414	Atchison, pr 1.850 Atlantic Coast Line 400	8716 74	SiP ₁ 72	72 - 31
136	7514 414	67% 178	Balakalala 4,125	376	100	3 - 7
7508	9016	SI	Baltimore and Ohio S.400	S03 ₈	56	87 21
To 8	86	90	Baltimore and Ohlo, pr., 200 Bethlehem Steel 100	86 ² 4	85% 16	85%+ % 16
26%	16 47%	12 38%	Bethlehem Steel 100 Brooklyn Rad, Tran 63,725	477%	4316	14 - 22
2314	2251	2834	Ches. and Ohio 12,700	3154	25%	14 — 24 2014 — 21 11158 — 55
131/4	11778	10334	Chi., M. and St. P 74.200 C., C., C. and St. L 1.200	117%	1111/4 571/4	5714- 3
48 14	2276	66 19	C., C., C. and St. L 1.290 Col. Fuel and Iron 9,100	2234	1914	5714 3 1944 21
17	25	2314	Col. ond Southern 8,425	223a 2544	241/2	2.49%
41	5274	50%	Col. and South, 1st pr 2,035 Col. and South, 2d pr 900	52% 43%	51% 43	51%— a 4314— 1
2914 25	441/2 35	2014	Col. and South., 2d pr 90 Distilling Sesurities 6,00	35	3114	Control of the Contro
1214	1714	14% 311/2	Erie 11,595	1614	14%	1016-
28	3574	311/2	Firle, 1st pr	3334	311/2	31.3
861/4	3054	2214	Erie, 2d pr 1.400	23% 105%	2214 197	2234-14 207 - 23
2034	271	2318	Louisville and Nashville 4,240 Mo., Kan. and Tex 18,025 Missouri Pacific 23,912	25	2318	2334-17
4416	17	4116	Missouri Pacific 23,012	4514	-13	33 - 24
28 56	36 70	1374 6374	N. Y., Ont. and West 1,800 Norfolk and Western 2,380	6814	06	66 = 51
10016	12914	11678	Northern Pacific183,350	1258	12314	127 - 14
1031,	11778	10834		11776	1121/4	112% - 3% 94 - 8
Ī	1084	915	Pittsburg Coal 3,170 Pittsburg Coal, pr. 500 Pressed Steel Car. 3,876 Pressed Steel Car, pr. 600	10 42%	91 ₆	914- 84 40 - 24
15%	2316	1954	Pressed Steel Car 3.875	23	2014	2034-13
61	80	69	Pressed Steel Car, pr 660	50	79	79 + 4
2114	2984	2614	Ry, Steel Spring 1,450 Ry, Steel Spring, pr 100	291's 80	26%	263 - 3 80 + 3
7016	111	9414	Reading	111	9914	+ 10014- 93
12	1834	16	Rep. Iron and Steel 6,420	1835	16%	1694+1
5014	7136	6614	Red. Iron and Steel, pr 2.425	1414	134	137,- 14
2616	15%	1312 2712	Rock Island 8,70 Rock Island pr	29	2714	2878
26	42	36	Sloss-Sheff. S. and L 000	42	40	40 - 1
80	90	5714 7034	Sloss-Shell, S. and I., Dr 10	50 5716	99) 7354	10 - 1 90 + 24 744 - 24 1105 + 3
100	$\frac{781_{2}}{112}$	10634	Southern Pacific 98,900 Southern Pacific pr 2,000	112	1104	11054+ 1
10	1314	914	Southern Railroad 7,700	11	1018	1014
291n	37	2974	Southern Railroad, pr 2,500	3434	321/2 28	3284 - 142 $28 - 3$
17	12554	26 11614	Tennessee Copper 300 Union Pacific	3114 12885	12214	1231/4- 4%
75	843	50	Union Pacific, pr 400	84	84	- 54
131/2	26	20 7	United States Rubber 1,610	24 82	22 80	$\frac{22}{80} - \frac{1}{34}$
6114 39	8814	4614	U. S. Rubber, 1st pr 1,500 U. S. Rubber, 2d pr 600	6114	6114	6114+ 34
2176	3114	2534	United States Steel 264,100	3112	28	6114+ 394
794	95%	874	United States Steel, pr. 69.900	9518	9114	91¼- 3¾ 18
123 ₈	1814	17 87	VaCar. Chem. pr 400 VaCar. Chem. pr 409	18 91	173a	90
21	5.9	13	VaCar. Chem. pr 400	7.0	5.0	50 - 10

BOND MARKET OF THE WEEK.

		Sales i				Net
	Low.	\$1.00				Close, ch.
516	60%	171	Am. Tobacco, fours	66 ² 8	(151.2	01 + 36
234	9684	130	American Tobacco sixes	10214	100%	100 + 13
114	961-2	50	American Tobacco sixes, reg	10112	1011/2	10115+ 415
0	80	14	Ann Arbor fours	80	80	50
6	\$514	6	Atch., Topeka and Sata Fe, adp. 45	25	85	86 + 38
S14	8714	35	Atlantic Coast Line fours	8811	S71/2	86 + 35 88 - 16
9	59	2	Baltimore and Ohio 34s reg	89	83	80 - 14
114	9014	20	Baltimore and Ohlo prior lien 6168	9115	9114	911/2- 1/2
974	9314	90	Baltimore and Ohio gold 4s	99%	1814	99%+1%
644	8334	17	Baltimore and Ohio, S. W. div, 31/8	8534	8614	50 - 1 50 + 1 50 + 1 50 + 1 56 + 1
214	9714	10	Central of Georgia Ry. con 5s	100%	100	
0	7.0	6	Central of Georgia Ry., 1st inc	70	70	70 +12 2712- 815
731	2715		Central of Georgia, 3d inc	33	2716	2714- 815
3	33	50	Central of Georgia, 3dp. stpp	23	33	33 - 5
115	10715	- 22	Checapeake and Ohio, con 5s	11114	11015	111 + 1
16,	94	21	Chesaptake and Ohio gen. 414s	1015	101	101
7	94	20	C., C., C. and St. Louis gen. 4s	97	97	97 + 32
9	\$2	32	Colorado and Southern 45	8884	58	97 + % 8814— 14 75%— %
714	7534	257	Colorado and Southern 145	7614	75%	75-3- 54
716 416	63	- 5	Continental Tobacco 4s	6419	641/2	
5	66	25	Distillers' Securities Corporation 5s	75	72	72 - 3 8116+ 15
6	8314	6	Erie prior lien 4s	85	84	8416- 16
214	67	19	Erie general line 4s	6816	6714	67% + % 11% + 3%
3	8	1,30	Green Bay and Western deb. B	13	83,	1174-334
4	111	1	Louisville and Nashville gen. 65	111	111	111 - 3
854	954	0	Louisville and Nashville uni. 4s	9854	9814	941
7	97	ī	Louisville and Nashville So. Mon, 4s reg	97	97	97 + 9
Ni di	9214	9	New York, Ontario and Western 4s	96	1 95	93 1
	921	21		2516	1614	9516-14
51. 71.	841		Norfolk and Western div. 4s	5714	8714	8712+ 2
314		307	Norfolk and Western cvt. 48		\$23	\$200-1
1	78	974	Norfolk and Western P. C. and C 48	8316	831/2	82%-1 83½+ ¼
	16234		Pennsylvania Railroad 448	1027	103	103%+ 1
137 h		100	Pennsylvania Raffroad cvt. 314s 1912	9414	9314	0.1 - 1/
41/2	9114	103	Penrsylvania Rallroad cvt. 3428 1915		9014	91 — 14 903 — 5
112	88		Reading general 48	96%	941.	95301 7
151/8 10	93 86	163	Reading N. J. C. col is	90	90	90 31
			Seaboard Air Line 4s	52	62	96% + 76 90 + 30 52 + 1
10	50	18	Southern Pacific ref. 48	9144	9614	111/6- 11/
1118	871		Southern Pacific col. tr. 4s	26	Sti	St -1"
51	538		Southern Railway con 58		86	Si -1 Si -3
95	851		Tennessee Coal and Iron gen. 5s		89	99
69	S23/	1	Tennessee Coal and Iron, Birm. div. 6s		102	102 + 3 10134 + 13 100 + 3 00 + 3
0.2		ĩ	Tennessee Coal and Iron div. 6s	1/017/	10134	101744 176
0178	100				104	100 - 1
00	99	100	Union Pacific 1st 4s	99	99	99 + 1 8636 - 1 6814 + 71
0914	983		Union Pacific, 18t 48 reg	8714	865a	963: 1
714	84	484	Union Pacific cvt. 4s	6836	6216	6916.1. 71
6816	59	39	Union Railway of San Frencisco 4s United States Steel 5s	501/	8736	5516- 5
50.3	851				5814	
8914	853	s 61	United States Steel s. f. 5s reg		50 12 50	58% + 9 83 + 2 43% + 1
\$6	81	25	Virginia Iron, Coal and Coke 5s	S6	43	43% - 7
4714	43	19	Wabash 1st 4s	11	108	10014
0814			Wabash 1st 5s	94	531/4	108% 4 93% 1
94	90	. 3	Wabash 2d 5s		3072	nal bonds
STATE OF	otal s	ares 10	or the week, including \$925,000 governmen	r and	munic	Dat Doug

Call Loans Are Now at an Almost Normal Figure.

TRADE DEPRESSED

Public Awaiting Anxiously the Report on the Steel Corporation on Tuesday.

NEW YORK, January 26.—The feature of the financial situation last week
was the continued rush of funds back
into the reserve deposits of the banks,
with exhausted effect, however, in
stimulating any strength in the market for securities. The returning flood
of money to reserves was perceptible
in the foreign money centres, as well
as here, and was effective in forcing
down the official discount rates of the
Lank of England, the Bank of France
and the Imperial Bank of France
and the open market rates in all markets. Notwithstanding this decline in
the attraction for money abroad, the
price has risen strongly towards the
rate at which exports would be profitable. The growing redundancy of our
money market has been responsible
for this action. Supplies have pressed
upon the New York loan market with
linetrasing urgency, carrying the call
loan rate down to almost nominal figures, and reducing the interest on
time loans to figures lower than were
enjoyed at any time last year.

Certificates Retired.

Certificates Retired. Certifientes Relired.

The remaining issue of New York clearing house toan certificates has in consequence been going into rapid retirement. The rapid easing of the money market has not been affected by the notice of withdrawal of \$19.00,000 of government deposits from the New York banks, partly because of the large current dentit in the government revenues, but also by reason of the accumulation of funds being more rapid than the demand to take them up.

This is made manifest by the heavy tide of bank notes out of the circulation of the country, reflected in the current redemption of these issues at the United States Treasury and by the growing movement on the part of the banks to retire them by means of despoist of lawful money with the United States Treasury. The inferences are plain that the heavy imports of \$100,0000 of foreign gold and the rapid issue of over \$50,000,000 national bank rotes, which followed the runs on the banks last fall, to say nothing of the various emergency issues of clearing included in a result is the invariable sequence of financial panic as soon as normal conditions of confidence in the banks begin to re-establish themselves. The development was foreseen, with such confidence that speculative operations in the event. The disposition to realize profits manifest is at week, was there-profits manifest is the event. The disposition to realize profits manifest is at week, was there-profits manifest is at week and December 23th. Largest for the week ending January 13, 1906.

BY THE

Life Insurance Co. of Virginia on desirably located business or residence property. For terms and conditions call of the Subcommittee on Pensions of the House Committee on Appropriations, or address.

WASHINGTON, January 25,—Reprepoporty. For terms and conditions call of the Subcommittee on Pensions of the House Committee on Appropriations, that committee has agreed to recommend in the January in the committee on Pensions of the House Committee on Appropriations.

Mr. J. T. Lawrence, Home office and the abolishment of physical evantination as a prerequisite of the provisions of the McCumber bill, effective in February, 1907, of which the stablishment of pension claims on account of physical disability were broaded in anticipation of the event. The disposition to realize profits manifest last week, was there-This is made manifest by the heavy the event. The disposition to realize profits manifest last week, was there-fore normal and to be expected.

After-Effects of Panic.
In addition to this normal tendency towards reaction there has been some renewed influence of depression in the contemplation of some of the after-effects of the financial crisis now passed. The weight and volume of the return flow of funds to banking reserves are, in themselves, eloquent of the contraction of the needs of the circulation and the shrinkage in commercial and industrial, activity. Other signs are abundantly corroborative. Decrease of bank clearings are the rulathe country over. Railroad 'chrinigs have fallen off to a degree that brings into question the rate of future distribution on securities with contingent liabilities, while even fixed liabilities are brought into doubtful security in the After-Effects of Panic. brought into doubtful security in the case of some of the weaker properties.

case of some of the weaker properties.

Iron Trade Paralyzed.

Advices from the iron and steel trade shows a condition of practical paralysis to have ensued upon the financial crisis, although some moderate resumption is reported to have occurred since.

The report to be published on Tuestiday of this week, of the carnings of the United States Steel Corporation for the quarter ending December 31st, is awaited nevertheless, with some sollcitude, and the showing to be made for the current quarter is also subject of anxious surmise.

Notwithstanding the actual existence of conditions indicating this heavy contraction of prosperous activity there is not lacking evidence of hope in carly improvement. The increasing abundance of money resources is looked to as an effective help to this revival. The doubtrul element on the side of the money situation is suggested by the continual discounties.

American Line

From the returns of the Financial
Chronicle may be compiled the following statement of the Clearing House
exchanges at the country's leading
trade centres:

Week
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Financial.

Financial.

WANTED!

Men Who Can Sell Life Insurance

This company wrote more new insurance in Virginia in 1907 than any other company. In 1908 it intends to write TWICE AS MUCH AS ANY OTHER COMPANY.

WE HAVE THE MEANS, THE ORGANIZATION AND THE MOST "SELLABLE" POLICIES EVER ISSUED.

American National Life

Insurance Company,

LYNCHBURG. VIRGINIA.

WALLACE A. TAYLOR, PRESIDENT.

INDIVIDUALS, FIRMS, CORPORATION'S SOLICITED.

Commercial Paper Discounted and Loans Made on Negotiable Securities

National State Bank

In the Political Whirl

Upsilon Phi medical fraternity held a banquet in the Jefferson Hotel on Saturday night. Gathering in the lobby at 8:39 o'clock, the crowd marched in together, and found the dining-room beautifully decorated in fraternity flowers. At every plate was placed a red carnation, and to show the inseparability of the members, all the

1111 EAST MAIN STREET, RICHMOND. - - - VIRGINIA INTEREST PAID ON SAVINGS DEPOSITS.

\$3,721,708,198 in the week ending March 16th; smallest, \$1,783,899,493, in the week of December 25th, Largest exchanges ever recorded were those for the week ending January 12, 1906, \$3,766,616,346.

Money to Loan

ONLY ALL-RAIL LINE TO NORFOLK.
Leave Byrd Street Station. Richmond. In
effect December 1, 1997. FOR NORFOLK:
1990 A. M., 3:00 P. M. and 7:25 P. M. daily.
FOR LYNCHBURG. THE WEST AND
SOUTHWEST: 9:00 A. M., 12:10 P. M. and
2:40 P. M. daily. ARRIVE RICHMOND—
From Norfolk, 11:26 A. M. and 8:50 P. M.
daily. From the West, 7:40 A.M., 2:05 P.
M. and 8:50 P. M. daily. Pullman Parlor
and Sleeping Cars. Cafe Dinking Cars.
W. B. BEVILL. C. H. BOSLEY.
Gen. Pass. Agent. Div. Pass. Agent.

ENERALLY, the calm follows the political whirity and the political storm, in this still sound as they pick up speed in the political storm, in the

OLD DOMINION

FOR NEW YORK separability of the members, all the napkins were tied together, making a complete circle round the table.

Dr. Robert C. Bryan acted as toastmaster and introduced the speakers.

Via Night Line Steamers (except Saturday), making connection in Norfolk with Main Line Ship following day at 7 P. M.; also Norfolk and Western Ry, at 8 A. M. and 3 P. M.; and Chesapeske and Ohio liy at 9 A. M. and 4 P. M., making connection daily (except Sunday) at Norfolk with Main Line ship sailing 7 P. M. Tlokets at O. D. Line Office, 408 E. Main Street, Richmon Transfer Co., 513 E. Main Street; The Jofferson, Murphy's Hotel.

Merchants and Miners Transportation Co.

The Clyde Steamship Company

PHILADELPHIA,
RICHMOND AND NORFOLK LINE. Freight received and delivered daily at C. & O. Ry. Co.'s Depot. Seventeenth and Broad Sirvets H. K. WOODFIN. Soliciting Agent, Clyde Line Wharf. Phone 519

Virginia Navigation Co.'s Richmond Transfer Co.

UNION RAILROAD AND PULLMAN OFFICE.

819 E. Mstu St., Murphy and Jefferson
Hotels.

CITY TICKET 'AGENTS FOR ALL LINES.

Reduced Bates on All Lines.

TRAINS LEAVE RICHMOND.

N. B.—Following schedule figures published only as information, and are not sparanteed:

1.100 A. M.—Daily—Local for Charlots.

1.115 A. M.—Daily—Local for Charlots.

1.115 A. M.—Daily—Local for Charlots.

In 1.116 A. M.—Barrian and Birmingham, New Orleans, Memphis, Chartanooga, and all the South. Through coach for Chass Gity, Oxford, Durham.

5.100 F. M.—Ex. Sunday—Keysville Local.

1.1120 P. M.—Daily—Limited Pullman ready 0.30 P. M. for all the South.

YORK RIVER LINES.

Railroads.

Southern Railway. TRAINS LEAVE RICHMOND.

1.39 P. M.—Ex. Sunday—To West Point— Connecting for Baltimore Monday, Wednesday, Friday, 2115 P. M.—Monday, Wednesday and Fri-day—boal to West Point. 4130 A. M.—Ex. Sundays—Local to West Point

TRAINS ARRIVE RICHMOND.

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5:55 A. M., \$140 P. M.—From all the South,
4:10 P. M.—From Charlotte, Raiseigh, Durham, Chass City and local stations.
5:10 A. M.—From Keysville—Local,
5:22 A. M.—From West Point, and from
Baltimore Wednesday, Friday and
Sunday.
10:15 A. M., 5:15 P. M.—Local from West
Point. C. W. WESTBURY, D. P. A. 920 E. Main Street. Phone 455.

Chesapeake and Ohio Railway

9:00 A M) Fast daily trains to Old Point

900 A. M.) Fast dally trains to Old Point 4:06 P. M.) Jan Norfolk.
7:16 A.M.—Dally. Local to Newport News. 5:00 P. M.—Dally. Local to Old Point.
2:00 P. M.) Dally. Local to Old Point.
2:00 P. M.) Chileago and St. Louis Pullins's 11:00 P. M.] Chileago and St. Louis Pullins's 11:00 P. M.] Chileago and St. Louis Pullins's Sunday to Hinton, except Saturday and Sunday to Cheinnati, 5:15 P. M.—Week Days—Local to Gordons-10:00 A. M.—Dally — Lynchburg. Lexington, Va. and Ciliton Forge.
5:15 P. M.—Week Days—To Lynchourg.
TRAINS ARRIVE HIGHMOND.
From the East—9:40 A. M., 11:45 A. M.
Main Line West—7:30 A. M., *5:30 A. M.
2:16 P. M., 7:46 P. M.
James Fliver Line—9::25 A. M., 6:45 P. M.

Richmond, Fredericksb'g & Potomac R. R. SCHEDULE EFFECTIVE IAN. 8, 1908. TO AND FROW WASHINGTON AND BEYOND

Leave Richmond | Arrive Richmond 49.10 A.M. Main St. Sta.
49.20 A.M. Bard St. Sta.
49.20 A.M. Byrd St. Sta.
49.20 A.M. Byrd St. Sta.
412.35 A.M. Ebps St. Sta.
412.40 A.M. St. Sta.
412.40 A.M. St. Sta.
412.40 P.M. Byrd St. Sta.
412.40 P.M. Main St. Sta.
412.40 P.M. Main St. Sta.
412.40 P.M. Main St. Sta.
412.40 P.M. Byrd St. Sta.

ASHLAND ACCOMMODATIONS-WEEKDAYS. Leave Elba Station-7.30 A.M. and 6.25 P.M. Arrive Elba Station-6.40 A.M. and 5.40 P.M.

*Daily. †Weekdays. ¡Daily except Monday. ¡Sundays only. ¡All Pullmans, no local stops. All trains to or from Byrd Street Station stop at Elba. Time of arrivals and departures not guaranteed. Read the signs.

N&W Norfelk & Western

Xi Chapter of Omega Upsilon
Phi Fraternity Celebrates Fifth
Anniversary.

With practically the whole membership present to celebrate the fifth anniversary, Xi Chapter of the Omega Upsilon Phi medical fraternity held a

Dieamboats.

STEAMSHIP CO. Night Line for Norfolk

Leave Richmond every evening (foot Ash Street) at 7 P. M., stopping at Newport News en route. Fare, \$2.90 one way; \$4.00 round trip, including stateroom berth; meals 50 cents. Street cars to steamer's wharf.

Norfolk to Boston, Mass., and Providence; R. I. Steamers Isave Norfolk for Boston Monday, Wednesday and Friday; for Providence Tuesday and Friday; for Providence Steamers and Treight taken for all New England points. Tickets on Sale at C. & O. Ity. N. & W. Ry. offices and Nos. 808 and S10. East Main.

European Steamship Agents,

BAGGAGE CALLED FOR AND CHECKED FROM RESIDENCE.